

For information

LEGISLATIVE COUNCIL PANEL ON PLANNING, LANDS AND WORKS

South East Kowloon development – Development at the North Apron area of Kai Tak Airport and reclamation at the Kai Tak Approach Channel

Purpose

This paper informs Members of our proposal to carry out site investigations and detailed design for the planned developments in the north apron area of Kai Tak Airport (NAKTA) and the Kai Tak Approach Channel (KTAC) reclamation as part of the South East Kowloon Development (SEKD).

Background

2. The comprehensive feasibility study on the SEKD scheme has been completed in June 2001.
3. We consulted the Legislative Council Panel on Planning, Lands and Works (PLW) on 8 June and 4 December 2000 in respect of the development scheme. The Panel in general supported the proposed development scheme.
4. We consulted the Kwun Tong, Wong Tai Sin and Kowloon City District Councils on the latest development scheme in June 2001. All the District Councils agreed to the proposed KTAC reclamation and the infrastructure works in NAKTA. In particular, we have received requests to proceed with the reclamation works and the infrastructure works as soon as possible.

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5. Now that the revised SEKD plan is substantially finalized after extensive public consultations, we plan to submit funding applications to the Public Works Sub-Committee on 31 October 2001 for the implementation of detailed design and site investigation works in January 2002.

Project Scope and Nature

6. For both the NAKTA and KTAC projects, we propose to engage consultants to supervise the site investigation works and to carry out the detailed design, Environmental Impact Assessment (EIA) study, preparation of tender documents and assessment of tenders, for the following works -

(i) NAKTA

- (a) construction of box culvert of about 6 kilometres;
- (b) construction of new roads including flyovers, pedestrian streets, upgrading of existing roads and associated drainage, sewerage and watermains;
- (c) construction of 5 sewage pumping stations and rising mains to convey sewage to the existing To Kwa Wan sewage treatment plant;
- (d) construction of drainage maintenance depots along with provision of plant and equipment for servicing the mega sized drainage culverts in NAKTA;
- (e) landscaping works;
- (f) demolition of remaining ex-airport facilities, including Kai Tak Car-parking Building and Passenger Terminal Building; and

- (g) provision of necessary environmental protection measures including environmental monitoring and audit works.

(ii) KTAC Reclamation

- (a) treatment of the contaminated sediments (including pilot tests) in KTAC and post-treatment monitoring;
- (b) reclamation of about 28 hectares of seabed in KTAC and associated temporary drainage diversion;
- (c) demolition of the existing airport taxiway bridge across KTAC;
- (d) extension of Kai Tak Nullah, Jordan Valley box culvert and advance work for future road tunnels underneath the extended box culverts;
- (e) improvement of existing drainage systems in Kowloon Bay district necessitated by the proposed KTAC reclamation; and
- (f) provision of necessary environmental protection measures including environmental monitoring and audit works.

7. The estimated cost for the site investigation and detailed design for the development at NAKTA and the KTAC reclamation projects are \$115.9 million and \$63.8 million respectively in money-of-the-day prices. Details of the works are shown at the site plans at Enclosures 1 and 2.

Justifications for both projects

Development at NAKTA

8. Since the land in NAKTA is readily available, we plan to implement the developments at the earliest opportunity in order to make full use of the valuable land resources. The planned leisure, recreation, education and community facilities are much needed to supplement the shortfall in nearby districts and in the territory as a whole. The public housing development in NAKTA will facilitate urban renewal and redevelopment of public housing estates in nearby districts. According to the current public housing development programme, the Director of Housing plans to commence housing construction in NAKTA in mid-2002 with population intake in phases commencing 2005. Housing developments will progressively take place from the north to the south of NAKTA. The proposed housing developments in NAKTA will accommodate a population of about 120 000.

9. In order to provide the necessary infrastructures to support the developments, in particular the housing developments with population intake in 2005, we need to start site investigation and detailed design of the infrastructures in NAKTA in January 2002 for commencement of works in phases from August 2003 to March 2005.

KTAC Reclamation

10. The Kai Tak Nullah is heavily polluted with highly contaminated heavy metal and toxins deposited on the bed of the nullah over the years¹. For environmental reasons, there is an urgent need to treat the contaminated sediments to permanently remove the bad odour. The treatment works will also eliminate potential risk of methane generation to the planned development on the KTAC reclamation. Site investigation and detailed design works are required before we can treat the contaminated sediments and implement the proposed reclamation of

¹ The situation has improved in recent years. This is the result of the enactment of the Water Pollution Control Ordinance (1980) and the Waste Disposal Ordinance (1980), as well as implementation of the East Kowloon Sewerage Master Plan. However, permanent treatment of the contaminated sediments is still required.

the Kai Tak Approach Channel (KTAC) and related works.

11. The proposal to reclaim KTAC is also a key component of the revised SEKD scheme. To ensure timely delivery of the reclaimed land for the planned developments, the site investigation and detailed design works should start in January 2002 for completion in July 2003 so that the proposed engineering works can commence in August 2003 for completion in end 2006.

12. The KTAC reclamation will also bring about the added benefit of receiving the excavated materials to be generated from two adjacent site formation projects, at Choi Wan Road and Jordon Valley and at Anderson Road. These projects are managed by the Director of Civil Engineering (DCE). Construction works for these two projects are presently scheduled to start in November 2001 and December 2002 respectively. DCE estimates that a total of 16 million cubic metres of excavated materials will need to be disposed of under the two projects between 2002 and 2007. Subject to detailed design, we will be able to accept about one-fifth of the excavated materials in the KTAC reclamation. This arrangement has overall benefit to the environment and can result in cost savings to the projects concerned.

Environmental Implications

13. The proposed consultancy and site investigation works will not have any environmental implications. Under the comprehensive feasibility study for the revised SEKD scheme, we have completed an Environmental Impact Assessment (EIA) report for the entire scheme in June 2001. The report was subsequently approved by the Director of Environmental Protection on 25 September 2001 under the EIA Ordinance. We presented the findings of the comprehensive feasibility study to the EIA Sub-committee of the Advisory Council on the Environment on 3 September 2001. Members had no adverse comments on the proposed infrastructure works.

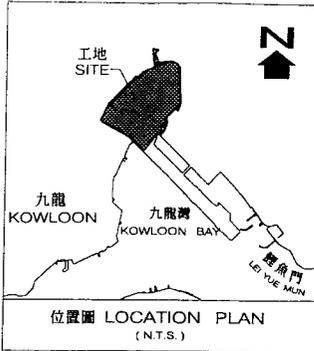
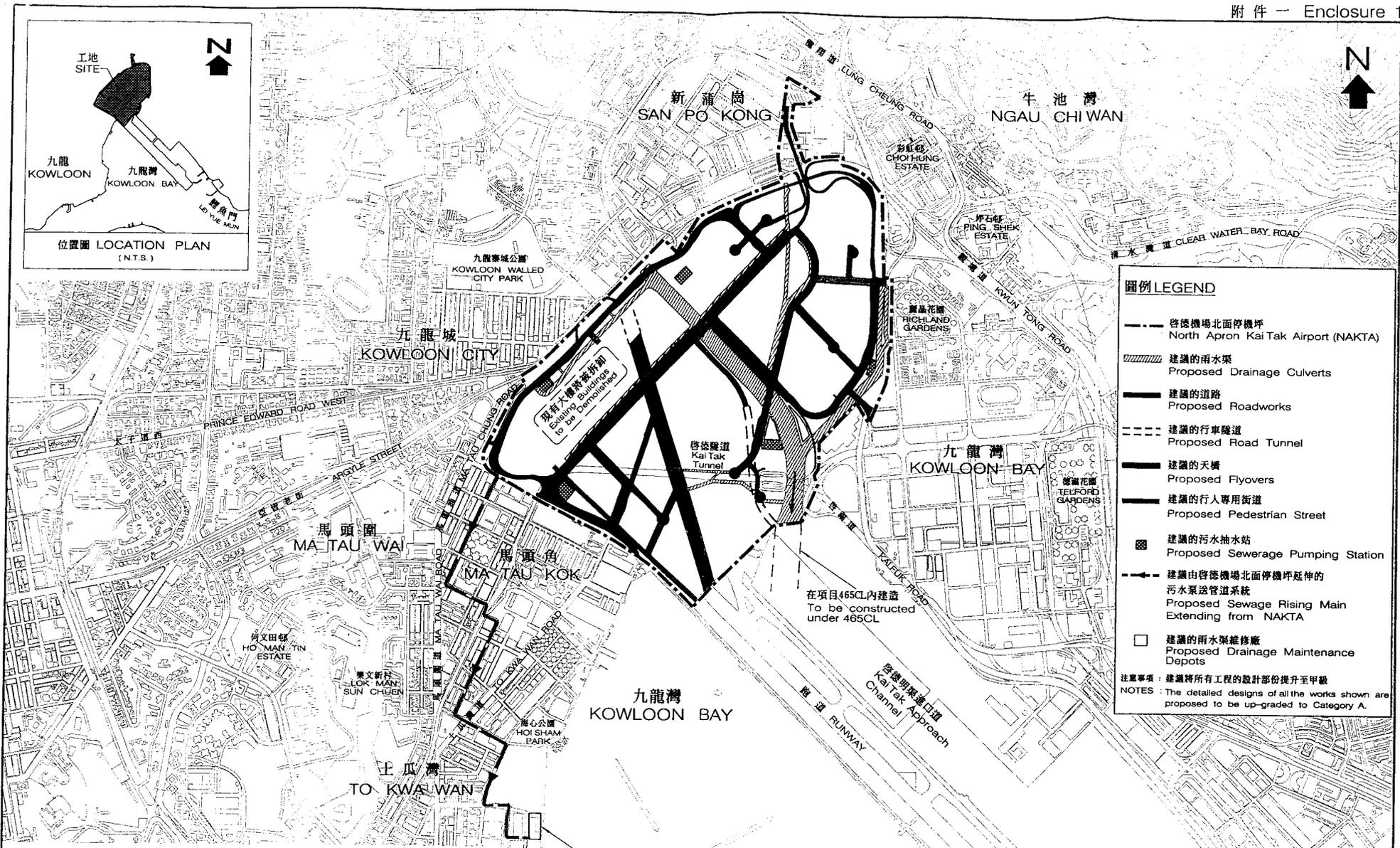
14. The works in both projects covered by the proposed consultancies require an environmental permit under the EIA Ordinance. We will carry out a separate detailed EIA study as part of the detailed design process to assess the

environmental impact of the project. We will incorporate all the measures recommended in the EIA report into the detailed design and relevant works contracts. We will also apply for and obtain the necessary environmental permit before commencement of the works.

Way Forward

15. We would be pleased to brief Members on the details at a Panel Meeting if necessary.

Planning and Lands Bureau
October 2001



圖例 LEGEND

- 啓德機場北面停機坪
North Apron Kai Tak Airport (NAKTA)
- //// 建議的雨水渠
Proposed Drainage Culverts
- == 建議的道路
Proposed Roadworks
- 建議的行人隧道
Proposed Road Tunnel
- == 建議的天橋
Proposed Flyovers
- == 建議的行人專用街道
Proposed Pedestrian Street
- ☐ 建議的污水抽水站
Proposed Sewerage Pumping Station
- 建議由啓德機場北面停機坪延伸的
污水泵送管道系統
Proposed Sewerage Rising Main
Extending from NAKTA
- ☐ 建議的雨水渠維修廠
Proposed Drainage Maintenance
Depots

注意事項：建議將所有工程的设计部份提升至甲級
NOTES: The detailed designs of all the works shown are proposed to be up-graded to Category A.

2001年至2002年年度工務小組委員會文件
PWSC Submission 2001 - 2002

圖則名稱 Drawing title
在啓德機場原址進行的九龍東南發展計劃-
早期發展工程
South East Kowloon development at Kai
Tak Airport - early development package

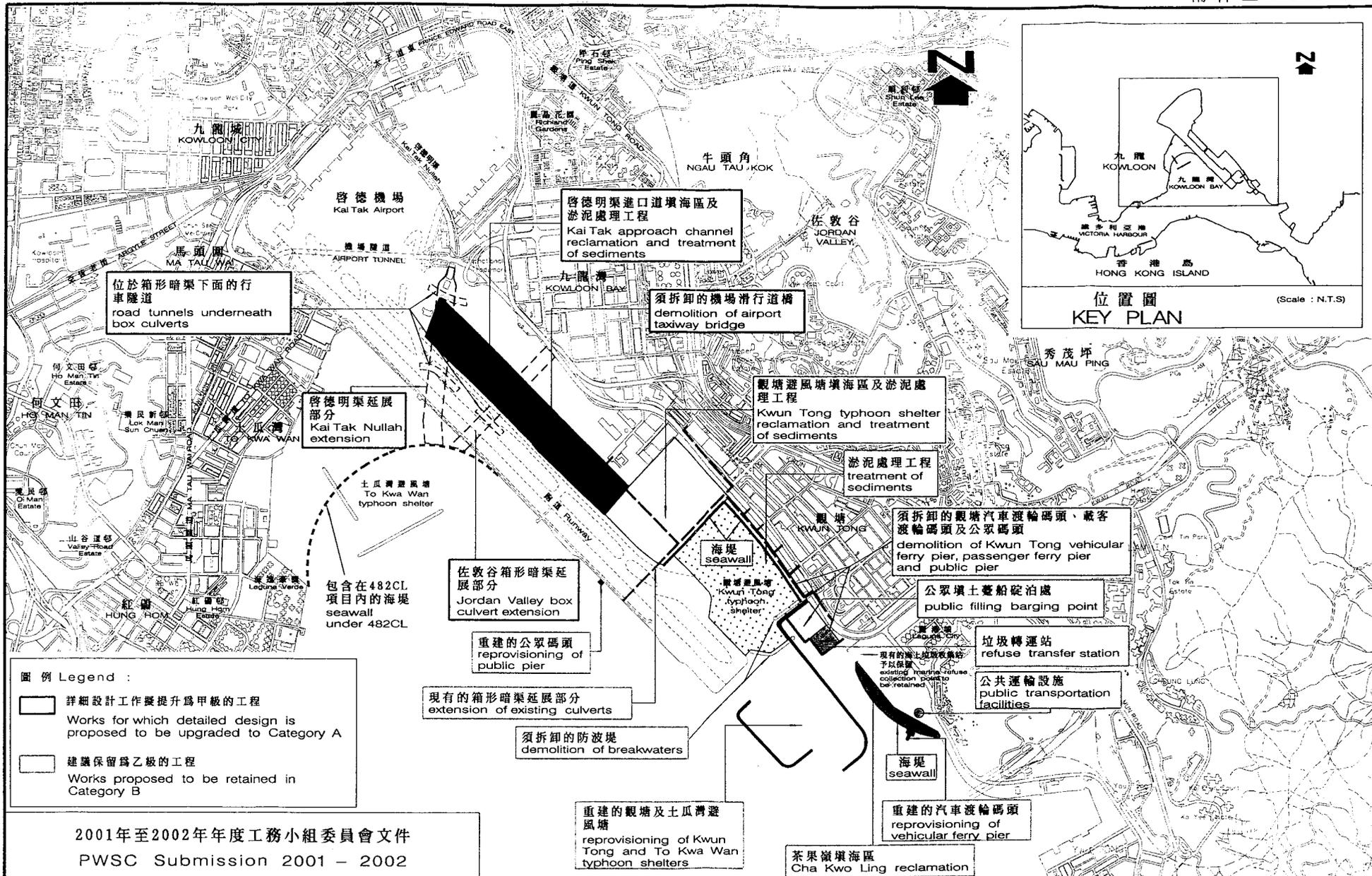
現有土瓜灣污水處理廠
Existing To Kwa Wan
Sewage Treatment Plant

繪圖 Drawn C F Ng	簽署 Initial signed	日期 Date 27 Jul 2001
核對 Checked Sam S.W. Lam	簽署 Initial signed	日期 Date 27 Jul 2001
核准 Approved Peter P.C. Mok	簽署 Initial signed	日期 Date 27 Jul 2001

A	24 Aug 2001	修改標題框細節 Title block details amended	signed	signed
修訂 Rev.	日期 Date	內容摘要 Description	核對 Checked	核准 Approved

項目編號 Item no. 469CL	辦事處 Office 九龍拓展處 KOWLOON DEVELOPMENT OFFICE
比例尺 Scale 1 : 15 000	
圖則編號 Drawing no. K 150A	

拓展署
TERRITORY DEVELOPMENT
DEPARTMENT



2001年至2002年年度工務小組委員會文件
PWSC Submission 2001 - 2002

圖則名稱 Drawing title 465CL 九龍東南發展計劃 - 海旁設施及啓德明渠 / 觀塘避風塘填海工程 465CL South East Kowloon development - waterfront facilities and Kai Tak Nullah / Kwun Tong typhoon shelter reclamation	繪圖 Drawn C F Ng	簽署 Initial signed	日期 Date 28-09-2001	項目編號 Item no. 465CL	辦事處 Office 九龍拓展處 KOWLOON DEVELOPMENT OFFICE
	核對 Checked P H Yau	簽署 Initial signed	日期 Date 28-09-2001	比例尺 Scale 1 : 20 000	
	核准 Approved S O Chan	簽署 Initial signed	日期 Date 28-09-2001	圖則編號 Drawing No. K 154	拓展署 TERRITORY DEVELOPMENT DEPARTMENT